

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5886

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TUESDAY, SEPTEMBER 29, 1908.

二拜禮 九月廿九日香港

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Ver 24,000,000
RESERVE FUNDS " 15,102,000

Head Office—YOKOHAMA

Branches and Agents:

TOKIO.	CHEFOO.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NACASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOWANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
HANKOW.	CHAN-GHUN.

HONGKONG—INTEREST ALLOWED,
On Current Account at the rate of 1 per cent.
per Acreum on the Daily Balance.

On fixed deposit:
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% "

TAKEO TAKAMICHI,
Manager.

Hongkong, 1st September, 1908. [33]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tsch. 7,500,00

HEAD OFFICE—SHANGAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinan	Taipeh	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fur Handel und Industrie

Robert Wartheuer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne

Frankfort

Jacob S. H. Stern

a.m.

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Cologne.

Bayerische Hypotheken und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KORHN,

Manager.

Hongkong, 4th December, 1907. [30]

NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,732,884.84
(about £470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon,

Tegal, Pecalongan, Paseroan, Tjilatjap,

Padian, Medan (Del), Palambang, Kota-

Raja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Saigon, Haliphong, Hanoi, Amoy,

Vokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposit 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 16th July, 1908. [31]

Fixed Deposit 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 16th July, 1908. [31]

Fixed Deposit 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 16th July, 1908. [31]

Fixed Deposit 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 16th July, 1908. [31]

Fixed Deposit 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 16th July, 1908. [31]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,102,000

Sterling
Silver \$15,000,000
\$14,000,000 \$14,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
E. Shellim, Esq.—Chairman.

Bon. Mr. W. J. Gresson—Deputy Chairman.
E. G. Barrett, Esq.
C. R. Broderan, Esq.

G. Fleisland, Esq.
G. S. Gubbay, Esq.

W. Helm, Esq.
H. E. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH

MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.
per Acreum on the daily balance.

For 12 months 5% p.a.
" 6 " 4% "
" 3 " 3% "

TAKEO TAKAMICHI,
Manager.

Hongkong, 1st September, 1908. [32]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS

SHANGHAI DELTA About 1st Freight and Passage.

LONDON, &c., via usual Ports DEVANHA 3rd Oct. See Special

LONDON and ANTWERP VIA SINGAPORE, PENANG, NORE Noon. Advertisement.

COLONBO, PORT SAID About 7th Freight and Passage.

and MARSEILLES Oct. 18th Freight only.

SHANGHAI, MOJI, KOBE & POONA Capt. A. F. Vine, R.N.R. Oct. 18th Freight only.

YOKOHAMA Capt. A. F. Vine, R.N.R. Oct. 18th Freight only.

For further particulars apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 26th September, 1908. [33]

Intimations.

LANE, CRAWFORD & CO.

LADIES' DEPARTMENT.

SPECIAL BARGAIN SALE

SUMMER AND AUTUMN GOODS

INCLUDING HATS, COSTUMES, SKIRTS, BLOUSES,

HOSIERY, ETC.

Sale commences MONDAY, Sept. 28th.

Sale closes SATURDAY, Oct. 3rd.

LANE, CRAWFORD & CO. [38]

V. O. S.

EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

Telephone

No. 75.

CALDBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS,

16, Queen's Road Central.

Hongkong 22nd September, 1908. [34]

THE SAVOY,

13, Queen's Road Central.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAIN

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP	"LUTZOW" Capt. C. Dewar	WEDNESDAY, Noos, 7th October.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZESS ALICE"..... Capt. G. Rott.....	About WEDNESDAY, 7th October.
MANILA, YAP., NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"..... Capt. W. v. Sender	THURSDAY, 5 P.M., 8th October.
KUDAT and SANDAKAN.....	"BORNEO" Capt. F. Sembill	Middle of October.

For further particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 25th September, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

This plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Liebers, Scotts, A. J., and Watkins.

Yokohama, May 23rd, 1908.

THE LATE MR. S. J. FULCHER.

CORONER'S INQUEST.

Mr. G. W. King, H. B. M.'s Coroner, continued the inquest at the Police Court yesterday, into the circumstances touching the death of F. Sydney Fulcher, who died suddenly at the General Hospital on the 18th inst., reports the *Shanghai Times* of 2nd inst. *idem*.

F. H. Booth, director of the British Dominion Marine Insurance Co., said he arrived here on the 9th inst. He had written to deceased from Yokohama asking him to meet him, but he did not do so. On arrival here witness called to see deceased both at his office and his hotel and at each place he was informed that the deceased was out looking for him. The next day witness called twice at the hotel and was told that deceased was out, but he believed he was in. He therefore left a long message that he must see him at once, but deceased neither went to see him nor sent him word. On the 11th last witness was told that deceased had gone to Ningpo on business. Witness made many efforts to see deceased and he came to the conclusion that deceased had not left Shanghai, and was certain that he was keeping out of his way. He last saw deceased in London in April. There was a counterfoil in the office in deceased's handwriting showing that a cheque had been drawn on 12th inst., payable to himself. Deceased had only recently been appointed to the company.

Tom Jackson, of the Jessfield Club said he first met the deceased about ten days ago at the Jessfield Club. Deceased told him how drunk he was and that he wanted to lie up and get better. This was about 2 o'clock in the afternoon. Deceased remained there till 8 p.m. that day and then went down town, returning the following day about 11 a.m. He stayed there until 11 p.m. when he went to town and returned the following day. For several days deceased remained at the Jessfield Club and on Wednesday he became so ill that he had to be removed to hospital suffering from diarrhoea. He would not take anything to eat but continually asked for brandy. Deceased refused to see a doctor though he was suffering from 6 p.m. till 3 a.m. at which time he was taken to hospital. He then commenced groaning and raving and wanted to go downstairs and witness had a struggle with him to get him back to his room. They had to hold him down in the carriage while going to hospital. During his stay at the Jessfield Club deceased had quite a lot of drunks, but to talk to him he always seemed sober. Several times he was unable to stand up on his feet.

A. E. Reynolds deposed that he assisted in taking the deceased to hospital. At 2.30 p.m. deceased was in a very bad condition and appeared to be dying. When they got him into the carriage deceased asked where they were taking him to and witness told him to hospital. He was so violent that his legs had to be strapped together. When they reached the General Hospital the Sister suggested that deceased should be taken to the Isolation Hospital, but witness said if they did that he would die on the way. He was then taken into hospital where witness held his hands while the Sister injected morphine.

Dr. Billingshurst said he made a post-mortem examination of the body of deceased on Friday afternoon last at the General Hospital.

There were a few small bruises on the left arm and the chest wall on the left side. Apart from this there were no external signs of violence or disease. The organs were healthy except the liver, which was considerably enlarged, the kidneys, which were both acutely inflamed, and the heart. All the signs pointed to chronic alcoholic poisoning. Witness had been called up by telephone early on Friday morning to examine a man who had been admitted drunk and was very noisy. Witness gave instructions what to do to him and at 7.30 witness learnt that the man was dead. Witness would say that the cause of death was acute alcoholic delirium with cardiac failure. Witness gave instructions to the people at the hospital to inject strichnine, and this would be what the nurse injected, not morphine.

A watchman from the General Hospital also gave evidence.

The Coroner found that F. Sydney Fulcher died about 7.30 a.m. on the 18th September from acute alcoholic delirium with cardiac failure.

Intimations.

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for COLONIAL and OVER-SEAS MEMBERS. It is situated at No. 84, Piccadilly (the centre of Clubland), opposite the Green Park.

The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and Library.

Ladies are eligible as Members. Entrance fee, Five Guineas; Annual Subscription, Five Guineas.

Further particulars from THE ORGANISING SECRETARY, 64, Piccadilly, W. London, 10th August, 1908.

RARE COPPER AND SILVER COINS.

FOR SALE.

A MOST Valuable, and Rare Collection of Ancient COINS consisting of those of the SASSANIAN, GREEK, GRACCO-BACTRIAN, Indo-SKYTHIAN, and EARLY HINDU DYNASTIES, THE SULTANS OF DELHI (including Pathan and Sur, Klings) AND OF KASHMIR, THE MOGHUL EMPERORS, THE AMIRS OF AFGHANISTAN AND OF BUKHARA, THE SHAHS OF PERSIA, TOGETHER WITH OTHER MISCELLANEOUS COINS of GREAT NUMISMATIC INTEREST, BEAUTY AND RARITY.

Apply to—

I. U. MIRZA,
Supreme Court,
Hongkong.

Hongkong, 14th August, 1908.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO MORROW V. THURSDAY, the 30th September and 1st October, 1908, at 2.30 P.M., at No. 17A, Queen's Road, Central.

SUNDRY HOUSEHOLD FURNITURE.

Comprising—
TRAKWOOD SIDEBOARDS with BEVELLED GLASS, IRON BEDSTEADS, GLASS, CROCKERY and E.P. WARE, OVERTABLES, a quantity of BRASS WARE, PHOTOGRAPHIC APPARATUS, &c., &c., &c.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 26th September, 1908.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, SATURDAY, the 3rd October, 1908, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street.

A LARGE ASSORTMENT OF JAPANESE CURIOS.

Comprising—
GOLD DAMASCENE WARE CARVED IVORY FIGURES and ORNAMENTS, OLD BRONZE WARE, BOWLS, VASES, BRASS FLOWER POTS, VASES, KIN-KOSHIN SATSUMA VASES, BOWLS, WALL PLATES, INCENSE BURNERS, MOTHER-O-PEARL INLAID SCREENS, PANELS, SILK-EMBROIDERED WALL HANGINGS, TABLE COVERS, BED COVERS, CHERRYWOOD CARVED CABINET, SHOW CASES, CHERRYWOOD STANDS, &c., &c.

ALSO OLD JAPANESE ARMOURS, CLOCKS, and CARVED WOOD BUDDHAS.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 28th September, 1908.

To Let.

TO LET.

HAT ERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIPON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAVA EAST, BLUE BUILDINGS, and NO. 168, DES VEAUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 12, DES VEAUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st September, 1908.

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st September, 1908.

TO LET.

A HOUSE in KNUTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st September, 1908.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Sheard, Son & Co.).

Apply to—

THE COMPRODOR DEPARTMENT, E. D. SASSOON & CO., Queen's Road Central, Hongkong, 9th June, 1908.

Bentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Fees.

Hongkong, 20th June, 1908.

Dr. M. H. CRAVEN.

THE LATEST METHOD

of the AMERICAN SYSTEM OF DENTISTRY.

15, QUEEN'S ROAD CENTRAL, From the University of Pennsylvania, U.S.A.

Hongkong, 20th June, 1908.

Dr. M. H. CRAVEN.

THE LATEST METHOD

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15, QUEEN'S ROAD CENTRAL, From the University of Pennsylvania, U.S.A.

Hongkong, 20th June, 1908.

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Hongkong, 20th June, 1908.

Dr. M. H. CRAVEN.

THE LATEST METHOD

of the AMERICAN SYSTEM OF DENTISTRY.

15, QUE

Intimation.

Intimations.

Intimations.

THE JAPANESE COTTON SPINNING INDUSTRY.

Intimations.

Consignees.

PROPOSAL TO LOWER COST OF PRODUCTION.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:

CANCEL—Practice in Government Gazette Notice for Practice no. 1st October (Government Notification No. 674 of 17th September, 1908), and substitute:

On WEDNESDAY, the 30th September—From Lyemun in a North-Easterly direction, at ranges up to 6,000 yards commencing at 7 P.M., and finishing at 10 P.M.

On THURSDAY, the 1st October—From Lyemun F.C. in North-Easterly and South-Easterly directions, at ranges up to 12,000 yards commencing at 7 P.M., and finishing at 10 P.M.

On FRIDAY, the 2nd October—From Lyemun F.C. in North-Easterly direction, at ranges up to 6,000 yards, commencing at 7 P.M., and finishing at 10 P.M.

On SATURDAY, the 3rd October—From Lyemun F.C. in South-Easterly and North-Easterly directions, at ranges up to 12,000 yards, commencing at 4 P.M., and finishing at 10 A.M.

On SUNDAY, the 4th October—From Lyemun F.C. in North-Easterly direction, at ranges up to 6,000 yards, commencing at 7 P.M., and finishing at 10 P.M.

If the weather is unfavourable on any of the above dates, Practice will take place on the following day.

All ships, junks, and other vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c.

Hongkong, 23rd September, 1908.

[863]

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 3rd October, at 1.30 P.M., at the Office of the JOCKEY CLUB, on the Ground floor of the Hongkong Club Annex, Chater Road.

By Order,

T. F. HOUGH,
Clerk of the Course.

Hongkong, 22nd September, 1908.

NOTICE.

A BOY-WRITER in the Naval Store Department H.M. Naval Yard, Age 15 to 17, Salary \$20 per month, rising by \$5 per month annually to \$30 with temporary addition of 25%. Apply in writing stating school and enclosing testimonials from schoolmaster and present employer if any.

H. RISSLAND,
Naval Store Officer.

Hongkong, 23rd September, 1908.

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THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

M. R. C. PEMBERTON has been appointed SECRETARY to the Company from this date.

E. SHELLIM,
Chairman.

Hongkong, 24th September, 1908.

[863]

FRENCH STORE
(late A. Chazalon & Co.)
6 QUEEN'S ROAD CENTRAL.

HAVE just received a Fresh Assortment of AMERICAN GOODS comprising the following:

SALT HERRINGS, MACKERELS, SALMON BELLIES, CADFISH BLOCKS, SPICED NORWEGIAN ANCHOVIES, SARDELLES, CANNED FRUITS, ASPARAGUS, &c., &c., &c.

Hongkong, 22nd August, 1908.

[863]

D. NOMA,
PROFESSIONAL TATTOOER
AND
THE EXPERT REMOVER OF TATTOO MARKS,
No. 6 QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engraving, care must be taken to have the work done in a perfect, high-toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a specialty.

Hongkong, 1st September, 1908.

[863]

THE TRADE MARK ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs. MURRAY AND COMPANY, of Nos. 23, 24 and 25, Mayo Building, in the City of Seattle, County of King State, of Washington, in the United States of America, have, on the 22nd day of July, 1908, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Marks:



In the name of MURRAY AND COMPANY of Seattle aforesaid, who claim to be the sole proprietors thereof.

The Trade Marks have been used by the Applicants in respect of FLOUR in Class 42. Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Offices of the undersigned.

Dated the 29th day of August, 1908.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.
WEEK DAYS.

7.00 A.M. ... Every 10 minutes.

7.30 A.M. to 9.30 A.M. ... Every 10 minutes.

9.30 A.M. to 11.00 A.M. ... Every 15 minutes.

11.30 A.M. to 12.45 P.M. ... Every 15 minutes.

12.45 P.M. to 1.15 P.M. ... Every 10 minutes.

1.15 P.M. to 1.45 P.M. ... Every 15 minutes.

1.45 P.M. to 2.15 P.M. ... Every 10 minutes.

2.15 P.M. to 3.00 P.M. ... Every 15 minutes.

3.00 P.M. to 4.00 P.M. ... Every 15 minutes.

4.00 P.M. to 5.00 P.M. ... Every 10 minutes.

NIGHT CARS as on Week Days.

8.45 P.M. and 9 P.M. 9.45 P.M. to 11.15 P.M.

every half hour.

SUNDAYS.

8.00 A.M. to 9.00 A.M. ... Every 15 minutes.

9.00 A.M. to 9.30 A.M. ... Every 10 minutes.

9.30 A.M. to 10.30 A.M. ... Every 15 minutes.

10.30 A.M. to 11.00 A.M. ... Every 10 minutes.

11.45 A.M. to 12.00 NOON. ... Every 15 minutes.

12.00 NOON to 1.00 P.M. ... Every 10 minutes.

1.00 P.M. to 2.00 P.M. ... Every 15 minutes.

2.00 P.M. to 3.00 P.M. ... Every 15 minutes.

3.00 P.M. to 5.00 P.M. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 P.M., 11.30 P.M. and

11.45 P.M.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers,

Hongkong, 28th August, 1908.

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SUNDAYS.

8.00 A.M. to 9.00 A.M. ... Every 15 minutes.

9.00 A.M. to 9.30 A.M. ... Every 10 minutes.

9.30 A.M. to 10.30 A.M. ... Every 15 minutes.

10.30 A.M. to 11.00 A.M. ... Every 10 minutes.

11.45 A.M. to 12.00 NOON. ... Every 15 minutes.

12.00 NOON to 1.00 P.M. ... Every 10 minutes.

1.00 P.M. to 2.00 P.M. ... Every 15 minutes.

2.00 P.M. to 3.00 P.M. ... Every 15 minutes.

3.00 P.M. to 5.00 P.M. ... Every 10 minutes.

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JOHN D. HUMPHREYS & SON, General Managers,

Hongkong, 28th August, 1908.

[863]

AN APPEAL.

THE SUPERIORITY of the ITALIAN CONVENT, CAINE ROAD, being most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Caps and Collars received on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiority will also be most grateful for any Paper, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 28th August, 1908.

[863]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship.

"KUTSANG,"

having arrived from the above Ports, Consignees of Cargo, by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the ditches or remaining on board after 4 P.M. the 20th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.

General Managers,

Hongkong, 18th September, 1908.

[863]

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time.

Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two.

If some disease like influenza, or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

WAMPOLE'S PREPARATION

a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

8

THE H. A. L. Steamship

"LIBERIA,"

Captain Kaisel, having arrived, Consignees of Cargo, are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any cargo impeding her discharge will be landed at Consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

Intimations.

**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED A.D. 1841.

**AERATED WATER
MANUFACTURERS.**

THIS SEASON'S SPECIALTIES—

Lime Fruit
Champagne,
Dry Ginger Ale;
Lemon Squash,
Champagne Cider,
Orange Champagne.

**WATSON'S
FRUIT SYRUPS**

Mixed with Aerated or plain water make

DELICIOUS COOLING DRINKS.

Guaranteed to be made from the
PURE JUICE OF SOUND RIPE FRUIT.

**A. S. WATSON & CO.,
LIMITED.**

HONGKONG, CHINA AND MANILA.

ESTABLISHED 1841.

Hongkong, 29th September, 1908. [33]

NOTICE.
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

BIRTH.

On September 23, 1908, at Shanghai, the wife of CHARLES E. LINTILHAC, of a son.

DEATHS.

ROSE.—On 28th September, 1908, at Goolistan, Conduit Road, Hongkong, ELIE B. (May), the dearly beloved wife of Thomas I. Rose, aged 47 years. [879]

On September 23, 1908, at Shanghai, the infant son of Mr. and Mrs. J. C. SHENOLE, aged 6 days.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 29, 1908.

BRITISH TRADE RELATIONS WITH CHINA.

Everybody who knows Sir Robert Hart is aware of his optimistic attitude which he holds with regard to the future of China, an attitude which is endorsed and subscribed to by even the veriest neophyte of Chinese conditions. In a recent interview the Inspector-General of the Imperial Maritime Customs has been giving very sound views on some of the characteristics of trade in China. He repeated the old advice which British Consuls in China are never tired of presenting, that British merchants and traders generally, if they wish to acquire a larger proportion of the trade with China, should give more consideration to Chinese tastes and accommodate their supplies to the demands which exist within the Middle Kingdom. He was not prepared, he remarked, to say to what extent it was a fact, but the Englishman was looked upon as very conservative in his business methods in respect alike of what he supplied and what he demanded. On the other hand, Sir Robert declared, the German merchant, who during the last twenty or thirty years has entered very seriously into competition with the British merchant, is regarded as representing the class who are ever ready to study the wishes and wants of customers, and to do their best to meet such requirements. There must, however, be many Englishmen who are anxious to find out what their customers want, with a view to please them, and at the same time there are many Germans who supply only what their factories can produce. But it must always be an advantage when a serious effort is made to accommodate business to the wants of customers rather than to limit consumers to the using up of particular productions. The Inspector-General also attached much

importance to the close attention given to business by German houses, and to the fact that the representatives of German firms working in China include a larger proportion of men who speak Chinese than are at present to be found among those acting for British houses.

On being asked whether he was able to indicate particularly the foreign countries now competing most seriously with Great Britain in the markets of China, Sir Robert Hart remarked:—"There are fourteen or fifteen Treaty Powers, all more or less represented in the trade with China; but the bulk of the business is still in the hands of the British. The foreign trade is shared by Japan, America, France, and Russia, and also, to a smaller extent, by other Powers. But I could not say of these that Germany is competing most seriously with Great Britain. During the last few years France has been paying more attention to Chinese trade than ever she did previously, and her enterprise is seen in the many merchant vessels that now fly the French flag along the coast of China. The Japanese are very active, and are taking part in every branch of trade all over that country. As they speak Chinese, are living under a sky much the same as their own, and are close to their base, they enjoy many advantages which other countries do not possess. The British merchant goes to China to do a big business. But the Japanese, who is working almost at his own door, if not doing a big business, is quite content to do pedlar's work. Some of the Japanese firms are, however, carrying on a very large business, and they own steamships which form a very important feature in the shipping, not merely on the coast, but also in the regular means of sea communication between China and other parts of the world." With regard to railways, in relation to foreign commerce, he observed that:—"Although Chinese are beginning to manufacture slightly for themselves, the demand which the extended railway system is likely to cause will be an ever-growing one. So that I believe we may confidently look forward to a constant increase, and not a decrease, in the trade with China. The railway idea has taken possession of China, and a few years hence the country will, as far as railways are concerned, be very much like a spider's web. Chinese drivers are in charge of all the trains on the Chinese railways; they do their work splendidly, they keep capital time, and there are very few accidents. The Chinese Government guarantees interest up to a certain point in respect of these lines, and, of course, it has the right to take them over at a future period." At the conclusion of the interview Sir Robert stated:—"I am an optimist, and I look forward hopefully to the future of China in every way, but the country requires time. The real parent of progress is a felt want, and China must be given time for

carrying out any plans for the development of the country. There is no special anti-foreign feeling in China and certainly no jealousy towards British traders." This is good news for the British traders in China, especially for those in Hongkong, and it seems highly probable that the long-deferred visit of Sir Robert Hart to England, and the concise and extremely practical interviews which he has accorded the press of the homeland, will result in closer trade relations and greater enterprises between China and the mother country to the mutual advantage of each.

LOCAL AND GENERAL.

The programme of the Hongkong Volunteer Troops and Hongkong Gymkhana Club "at home" is unavoidably held over from this issue

For refusing him when called upon by Mr. Chas. Davis, of the Kowloon-Canton Railway, at Hung Hom yesterday, a ricksha coolie was fined \$1 at the Police Court, this forenoon.

It is reported from Peking that the Waiwu-pu has telegraphed to Sir Robert Hart to return to Chin. at his earliest convenience, as his advice is greatly needed on financial questions.

It is stated that the Central Government is discussing the feasibility of putting heavy duties on all articles of luxury and valuable works of art and antiquity, in the same manner as is done in Japan.

The Ministry of Agriculture, Works and Commerce has decided to exploit the petroleum deposits in the district of Yenan, in Hsian province, and the industry is to be a Government monopoly.

Hu Shih-chang, Viceroy of Manchuria, returned to Mukden on the 17th instant from his visit to Port Arthur, Tientsin and Newchwang. During his visit to Port Arthur Viceroy Hu Shih-chang subscribed \$1,500 to the Japanese Red Cross Society.

A fine of \$10, with the alternative of one month's hard labour, was imposed on a cattle dealer in the Police Court, to-day, for causing needless suffering to cattle at Kennedy Town last night. The cows, we are told, were overcrowded in the juk and tied head down to the deck.

THERE was a little hasty suppressed cheering when the jury returned a verdict of "not guilty" on the capital charge in the Stevenson case. The City Magistrate, and a representative of the Shanghai Taota, occupied a seat in Court throughout the proceedings. When the jury retired the back of the Court was packed with spectators. W. C. D. Newell,

Obligation of Landlords.**THEIR REQUIREMENTS TOWARDS TENANTS.****IMPORTANT DECISION BY THE PUISSNE JUDGE.**

In the Supreme Court, this morning, the Puisne Judge (Mr. Justice Gomperts) gave his final judgment in favour of the plaintiff in the case in which Mr. P. W. Goldring, a solicitor, of the firm of Goldring, Burlow and Morrell, claimed the sum of \$500 damages from the Humphries Estate and Finance Company, Limited, for alleged breach of contract. The plaintiff in his claim alleged that the defendant firm failed to comply with an agreement whereby they undertook to keep the roof and exterior walls of the premises he occupied at Kowloon in a proper state of repair and amendment.

In the course of his judgment his Lordship said that he had decided to give a written judgement because the principles involved did not seem to be covered by authority. The plaintiff, he said, was tenant to the defendant company of a flat on the second floor of 4, Robinson Road, Kowloon, for one year from 1st November, 1907. There was an agreement by the defendants as landlords to keep the roofs and exterior walls of the premises in proper and tenable repair and amendment at their own cost. His Lordship then proceeded to explain that the typhoon of July 26 caused some dampness in the ceiling of this house, and a later downpour caused leakage, doing some damage to plaintiff's personal effects, for which he claimed \$500 damages.

No structural defect was alleged and it appeared that what damage was done was caused by the accumulation of water on the roof owing to the gutter pipes becoming blocked. They were found to be choked with rubbish and grass, leaves of trees, and "black matter," and also with plaster from the wall. The defence was that a long line of cases, commencing in 1873 with *Makins v. Atkinson*, L. R. 6 Ex. 25, had established the principle that a landlord's covenant to repair was to be construed as a covenant to repair after notice and that no damages could be recovered unless the tenant had given the landlord notice of the defect. This doctrine, the plaintiff fully admitted, but he pointed out that the *ratio decidendi* of all these cases was that the premises being demised to the tenant and in his possession the landlord was not at liberty to visit them to ascertain their condition and that he was therefore dependent on the tenant for information as to their state. It was urged, he went on, that where, as in this case, the tenant was merely the occupant of a flat, the landlord retaining possession of the roof, was bound himself to make such inspection as may be necessary to enable him to fulfil his covenant.

The Puisne Judge thought it clear on the facts that the plaintiff had not under his agreement of tenancy possession of the roof or right of access thereto, and that he had no means of ascertaining his condition. The circumstances seemed to make it clear that the principle that notice must be given by the tenant was fundamentally based upon the circumstances of the tenancy. If notice by the tenant was necessary, it and when the landlord had parted with the possession and control of the premises—it seemed to follow that notice was necessary where defects arose in portions of the tenement retained by the landlord in his own hands. The tenant in this case had no means of knowing the state of the roof and gutters, but the landlord had.

The Court found that no notice to the landlord was necessary. If that was so, what was the liability of the landlord under his covenant? In this case it was an express covenant and not implied from the circumstances of the case that pointed without giving a decided opinion. He was inclined that it made no difference and that the covenant must be construed merely as entailing the obligation to use reasonable care to keep it repair.

The defendant firm would then be liable if they had not done all that was reasonably necessary, but not unless, Mr. Justice Gomperts continued. Have they been negligent? he asked. He felt, he said, considerable difficulty in answering this question, but he was bound to give the decision which he had reached. He thought it was clearly the landlord's duty to inspect and not to wait for complaints from the tenant. The landlord, possibly, did not realize this, and he probably considered that he did his duty if he repaired with reasonable expedition any defect reported by the tenant. The defendant company, he thought, was in this dilemma—either the pipes had become choked by gradual accretion of matter extending over a long period of time, or the obstruction was the effect of a storm of almost unparalleled violence which caused very great damage to house property, particularly to roofs. In the first contingency inspection at regular intervals would have shown the necessity for a periodical cleaning of the rain pipes. In the second, the storm caused a state of things which inspection would have revealed and which was bound to result in damage unless attended to in season, and in either event the landlord had not discharged his duty to the tenant.

He must therefore give judgment for plaintiff with costs, and refer the question of the amount of damage to the Registrar.

Mr. P. M. Hodgson, of Messrs. Ewens and Hartson, who appeared for the defendant firm, asked for a stay of execution, pending appeal.

Mr. Justice Gomperts:—Yes, on what ground?

Mr. Hodgson replied that he would have to set out his ground.

Mr. Justice Gomperts:—Can't the matter be arranged?

Mr. E. J. Grist (for the plaintiff) stated that execution could only be stayed on certain grounds.

Mr. Hodgson said he could not get the appeal until after the vacation.

Mr. Grist:—The money could be returned at the end of the appeal.

Mr. Hodgson—I don't want to prejudice my friend, but the defendant firm is a very substantial one.

After further discussion Mr. Hodgson was given leave to make his application in Chambers.

Typhoon Warnings.**SUGGESTIONS FOR IMPROVEMENT.****FATHER ALGUE'S RECOMMENDATIONS.**

We have received the following correspondence for publication:—

Editor, "Hongkong Telegraph."

While in Manila I had an interview with Father Algue of the Observatory. It developed in the course of conversation that to further safeguard Hongkong from typhoons the scientist much wishes there were communication with the islands that lie between the northern extreme of the Philippines and Formosa. It appears that certain of the typhoons which ravage Hongkong sweep through this channel, from which no observations can be secured because there is no telegraphic communication.

The storms which thus pass North of the Philippines do not affect those islands themselves, and the Philippine Government decides to assume expense of establishing the desired communication for that reason. Father Algue gave me to understand that if an observer with cable communication had been stationed on these islands, that it is possible the serious typhoons of 1906 and 1908 could have been forecasted a day and a half or two days in advance. Most of us know little or nothing about storms, but Father Algue knows a great deal. His insistence that it would be very beneficial to Hongkong if this city had the benefit of observations on the Batanes Islands is important. In order to give publicity to the matter I append a letter received by me from Father Algue.

AMOS P. WILDER,
American Consul-General,
Hongkong, 29th September.

The Government of the Philippines Islands,
Weather Bureau, Central Office,
Manila.

Sir,—Referring to our conversation on the occasion of your visit to Manila Observatory, I beg to say that, while there is no absolutely certain means of guarding the British Colony of Hongkong against surprises in the nature of small, but violent typhoon, matters could be vastly improved by closing the gap between Aparsi, on the Island of Luzon, and Formosa, by erecting in the Balintang Channel a station having telegraphic communication either with Manila or Hongkong, or, preferably, with both. The most suitable point for such station is Santo Domingo, Batanes Islands. But a well-nigh insurmountable difficulty lies in the cost, a cable from the said place to the nearest telegraph station on land, a distance of 124 nautical miles in the airline, seems out of question. Moreover, the land line from Aparsi to Manila can never be depended upon during the typhoon season.

It has been suggested to me, that a wireless telegraph station would cost vastly less than a cable and would probably prove more efficient. Such an apparatus, capable of sending messages to a distance of 500 miles, if installed at Santo Domingo, could communicate directly with the wireless station of the British Fleet at Hongkong and the station of the U. S. Army at Manila. The co-operation of the military and naval authorities could be secured without difficulty.

An additional safeguard, which together with the former would almost completely eliminate the danger of surprises, would consist in equipping all the steamers which ply regularly in those waters, with wireless apparatus. Even if capable of sending messages only to a distance of 250 miles, the case would be rare in which timely warning of some prowling typhoon could not be given by at least one of them, either to Hongkong directly, or via Santo Domingo, or Manila.

However, all these precautions entail very great expenses, and I fear that things are bound to continue as they have hitherto. Very respectfully,

(Signed) JOSE ALGUE,
Director, Weather Bureau.

CHOLERA IN MANILA.

FLEET'S RECEPTION.

The *Coblenz-American*, of 26th inst., contains the following:—

Washington, September 25.

Secretary of the Navy Metcalf has informed me that he has given orders to the admiral commanding the battle fleet, *row in rows* to Manila, to refuse shore leave to the men of the crews of the ships unless cholera is eradicated before the ships arrive. Secretary Metcalf said that he regretted deeply the necessity of this step but that it was usual and necessary under the conditions.

GEORGE P. CONN.
Cholera is decreasing rapidly in Manila. Yesterday's record was astonishingly favourable. Yet naval men here say that if there is but one case when the fleet arrives, it is probable that the crews will not be permitted to participate in the festivities arranged for them.

Governor-General Smith said last night to the *Cambria American*:

"I have not heard from Washington as to the prospects of the fleet crews landing here. I have kept the authorities at Washington informed of the real situation here. If the navy should conclude not to permit the men to land at this time, we have still every opportunity to carry out our programme. It will be delayed, but not impeded."

Either the fleet can take on the necessary coal and supplies and go out to sea for a month's target practice, or it can leisurely take its coal and provisions and go to Japan. Later, when cholera is thoroughly eradicated, the celebration here would have lost nothing of its joyousness nor the welcome any of its flavour.

The cables situation is well in hand now, but one cannot predict the curiosities ahead of the disease. Manila will be thoroughly cleaned up within a week. Still we are prepared to submit to the dictum of the naval authorities.

Up to ten o'clock last evening there were 31 cases of cholera registered at the central station of the bureau of health, accompanied by 6 deaths. There were several suspects among this number. Two cases were removed from Billabong prison. One of the victims was the British Indian chairman of the bureau of cholera.

DISINFECTON OF INFECTED PREMISES.**COMPREHENSIVE BYE-LAWS.**

As the result of the report of the Committee appointed to report on the bye-laws for disinfection of infected premises, a comprehensive set of bye-laws was placed before the Sanitary Board this afternoon for its consideration. The bye-laws are divided into three heads, viz.:—(1) Disinfection of infected premises; (2) Removal of patients; and (3) Prevention and mitigation of epidemic, endemic, contagious or infectious disease. The following is the opening paragraph of the bye-laws:—

In the following bye-laws, the words "epidemic, endemic, contagious" or "infectious disease" shall mean and include bubonic plague, cholera, small-pox, diphtheria, scarlet fever, typhus fever, enteric fever, relapsing fever and such other diseases as may, from time to time be defined by the Board by resolution. The words "infected premises" shall mean and include any premises in which any person suffering from any epidemic, endemic, contagious or infectious disease, or has been recently located, and any premises in which any animal infected with bubonic plague or dead from the same has been found.

The bye-laws end thus:—

For the purpose of these bye-laws, any member of the Board, or officer, of the Sanitary Department may enter premises without notice between the hours of 8 a.m. and 6 p.m.

The Hon. Mr. H. A. W. Slade intimated:—Measles and whooping cough can at any time be brought into the definition by special resolution of the Board if it is deemed necessary.

Mr. A. Shelton Hooper:—I do not think measles or whooping cough should be included in the definition.

CEMETERY BYE-LAWS.**MR. HOOPER AGAINST "JOSS" STICKS.**

Telegrams.

"HONGKONG TELEGRAPH"
SERVICE.

TYphoon in the
PHILIPPINES.

LOSS OF THE S.S. "TARLAC."

IMMENSE DAMAGE IN BORONGAN.

[From Our Own Correspondent.]

Manila, 20th September,
10.15 a.m.

The Tabacalera Co.'s steamship *Tarlac* has been lost off Samar during the typhoon which visited the southern provinces.

The crew of the *Tarlac* have been saved.

The vessel was covered by insurance to the full value of 180,000 [? pesos].

The probable damage near Borongan, the capital of Samar Island, is estimated at four millions.

[The *Tarlac* is a steel screw steamer of 967 tons; built in 1893 by the Cia Transatlantica at Cadiz. She is owned by the Cie General de Tabacos de Filipinas.—Ed., H.K.T.]

The *Manila Times*, of 24th inst., says:—Manila has again apparently escaped the full force of the typhoon which was threatening the city yesterday. Yesterday afternoon No. 6 signal was hoisted at the Semaphore station and notification sent out that the storm would pass to the south of and very near Manila at an early hour this morning. It evidently changed its course, however, for at 6.30 this morning No. 6 signal gave place to No. 3, indicating that the typhoon was passing southward at a considerable distance.

The cyclone centre passed 10 to 120 miles south of Manila early this morning. The storm was felt mostly over Samar, Northern Leyte, South-eastern Luzon, Northern Panay, Masbate, Romblon, and adjacent islands, and Mindoro. It is now in the China Sea west of Mindoro, and moving west-north-west.

The lowest barometric reading is reported from Calabagan—710 mm.

That the storm has been severely felt to the southward is indicated by the following telegram to the Bureau of Education received this morning from Mr. Barron, supervising teacher on the Island of Romblon:—

"Storm last night very destructive. Damage to school buildings and property great. Property lost to province beyond estimate."

The worst damage seems to have been done in the town of Masbate. The Bureau of Posts is in receipt of a telegram from the postmaster at that point stating that practically all of the buildings in the town had been blown down with the exception of the post and telegraph building.

Romblon has also suffered severely and telegraph lines are down in Northern Samar. Other points are yet to be heard from.

[Reuters.]

Affairs in the Balkans.

London, 27th September.

The conference between the Russian, German, Austrian, and Italian ministers is regarded as betokening considerable anxiety in regard to Near Eastern affairs.

Austria, it is persistently reported, contemplates taking steps to secure the permanent incorporation of Bosnia and Herzegovina.

In regard to the Oriental railway, there is every indication that Bulgaria is determined to keep control of the line and to ignore the Turkish protests.

The Hearst Revelation.

The Hearst newspaper revelations in America have produced a regular campaign of mutual recrimination of party leaders in which President Roosevelt is vigorously participating.

Several Republican and Democratic office bearers have already resigned owing to their connection with the Standard Oil and other trusts.

Later.

Germany's Third "Dreadnought."

The German battleship *Rheinland*, third of the *Dreadnought* type, has been launched at Stettin.

Turkey and Bulgaria.

Turkish official circles view the Bulgarian imbroglio favourably, and think the matter will be settled by a compromise.

THE LATE MR. REGINALD HARDING.

THE FUNERAL.

The funeral of the late Mr. Reginald Harding, whose death came about early yesterday morning, in the veranda of the Connaught Hotel under such tragic circumstances, took place at the Happy Valley this afternoon. The cortège was heavily laden with wreaths and was followed by a large number of friends to the last resting place. It has come to our knowledge that deceased left a letter which was found by the police in his room, saying that he was about to kill himself, but the letter gave no reason.

THE BUILDING AUTHORITY.

RULES RELATING TO REPORTS ON
NUISANCES.

The following letter was considered at the Sanitary Board meeting to-day:—

Colonial Secretary's Office,

20th September, 1908.

Sir, I am directed to transmit for the information of the Sanitary Board the enclosed copy of rules for guidance of Sanitary Inspectors in making reports on nuisances under Part III of the Public Health and Buildings Ordinance for the information of the Building Authority. I am to add that these rules have received the sanction of His Excellency the Governor.

I am, etc.,

(Sd.), F. M. MAY,

Colonial Secretary.

The Secretary,

The Sanitary Board.

Rules concerning reports made to the Building Authority by Sanitary Inspectors.

In all cases, inquiries should be made beforehand as to whether modifications have been granted covering the apparently illegal point. Whenever possible, measurements in support of the report should be given and the Inspector should state where possible who, in his opinion, caused the nuisance.

1.—Insufficiency of window area.—A minute by the Medical Officer of Health should be added in each case before reports are forwarded stating whether he considers that action is required or not.

2.—Obstruction of open space.—Same course to be followed as for 1.

3.—Structures of roof.—All matters of this nature to be reported, except trivial erections for clothes drying, etc.

4.—Latrines in yards.—When yards have an area of 60 sq. feet or over, latrines are not to be reported as obstructions of open spaces.

Any deficiency in size of latrines is not to be reported.

5.—Rendering walls of kitchens.—No deficiency of less than 1 sq. yard in the aggregate to be reported.

6.—Floors of upper floors of kitchens.—No minor defects to be reported unless leakage through to floor below is occurring.

7.—Concrete of ground surfaces.—Where floors and yards are reasonably clean, no defects to be reported unless—

(a) Some portion of the concrete is entirely destroyed, or

(b) At least 1 sq. yard is in a very defective state, or

(c) The surface of a considerable area is in a defective state; or

(d) There is evidence of rat-runs.

Where floors are liable to be in a filthy condition by reason of any trade carried on or where it is essential that they should be maintained in good condition, such as in bakeries, all defects are to be reported. A brief statement of the nature and extent of the defects should, however, be given.

8.—Kitchen board and flues.—No reports to be made regarding these except in the case of eating houses or other trades for which fires must be maintained unless a complaint has been received from some neighbouring occupier.

9.—Waste pipes.—Choked pipes to be dealt with by Sanitary Department under Domestic Cleanliness By-laws. Reports to Building Authority to be limited to broken pipes.

10.—Glazed areas.—No reports to be made as regards ashes not being glazed unless—

(a) They must have been boarded up or otherwise obstructed, or

(b) The tenants complain of the want of glazing.

WATER POLO.

MIDDLESEX INTER-COMPANY COMPETITION.

Yesterday afternoon the Victoria Recreation Club's bath and enclosure were placed at the disposal of the Middlesex Regiment for their yearly Inter-Company Water Polo Competition. Soon after 4 p.m. the first match was started and the club's enclosure was filled with interested military spectators. In all, four matches were played, the last just being finished before dark. Mr. L. E. Littimer of the V.R.C. kindly acted as referee, which duty he performed to the satisfaction of all the players concerned.

The first match between the "D" Company and "B" Company, was by far the most interesting match of the four, resulting in favour of the former Company by 4 goals to nil.

The second match between "A" and "E" Companies was also a good one and ended in a victory for "A" Company by 7 goals to one.

In the third match, "F" Company appeared to have things all their own way and had little difficulty in netting 11 goals to nil, a. against the "C" Company, although the latter Company put up a very plucky defence.

The last match between "G" and "H" Companies was again pretty one-sided, the former scoring 8 goals to nil. "H" Company had some very good chances of netting them after time, but in most cases they allowed the ball to get into their rivals' hands and a few weak attempts which they made were never materialized.

Considering that many of the Middlesex men have never played Water Polo before, it seems very creditable for them to have taken part in this aquatic game, which is, without doubt one of the most trying of all athletics. It is also a pity that a few rules of the game were not also distributed amongst the players, as some appeared to be quite ignorant of the rules, such as attempting to shoot from a free throw, but a special feature of the game was the absence of fouling, although now and then in the heat of excitement a few took place.

We understand the semi-final and final in the above competition takes place to-day and to-morrow at the Royal Engineers' Canoe.

From yesterday's play, it appears to everybody present that the "F" Company should win this competition, although "G" Company is pretty well favoured amongst the Middlesex men.

Colonial Secretary.

Sanitary Board.

WATER TANKS IN BACKYARDS.

COMMITTEE'S RECOMMENDATIONS.

The following correspondence relative to water tanks in backyards, was considered by the members of the Sanitary Board this afternoon:

We consider it advisable that every facility should be afforded to occupiers who wish to have tanks or barrels on their premises.

(a) To enable them to store sufficient water in the dry season to thoroughly cleanse their premises, which the intermittent system, particularly on the River Main Districts, does not admit of.

(b) And to enable them to readily obtain water in case of fire, which, if taken in the incipient stage, may prevent a total destruction of house property and possibly human life.

(c) It should be optional for the owner to build the tank of brick and cement to the satisfaction of the Building Authority or iron corner, and if it is built in yard and thereby contravenes Section 175 of the Public Health and Buildings Ordinance, it should be lawful for the Board to grant exemption.

(d) Each cistern or tank should be cleaned quarterly. Limewashing not required.

(e) Dr. J. M. Atkinson introduced this provision that for domestic purposes, iron tanks are preferable.

HOK-ON-HOUSES.

MEASURE SHREW, TONES & CO. OBJECT TO
VILLAGE'S APPLICATION.

Application for permission to re-occupy the houses at Hok-On which were closed by order of the Board during the plague season, was considered by the Sanitary Board to-day:—

[Translation.]

The position of Tsang Tam-tee of No. 56, Li Shing, No. 107, and Tse Tai, No. 36, Hok On, praying that their houses may be released.

On the 30th May last, the above houses were ordered to be closed on account of plague. Now several months have passed and the health of the Colony has been restored. The petitioners therefore venture to pray that they be allowed to re-occupy the houses.

To the Hon. Registrar General and Medical Officer of Health:

I read, Sanitary Department—I have had a survey made of this place and I find that there are 1,029 persons living in these 212 huts. Their general sanitary condition is in many cases very bad indeed, and it would be quite useless trying to improve them. The walls are loose stones making rat-runs; the floors mud, and many of them are basement. They are certainly overcrowded in many cases. The village appears to be a cheap lodging house for cement and dock coolies.

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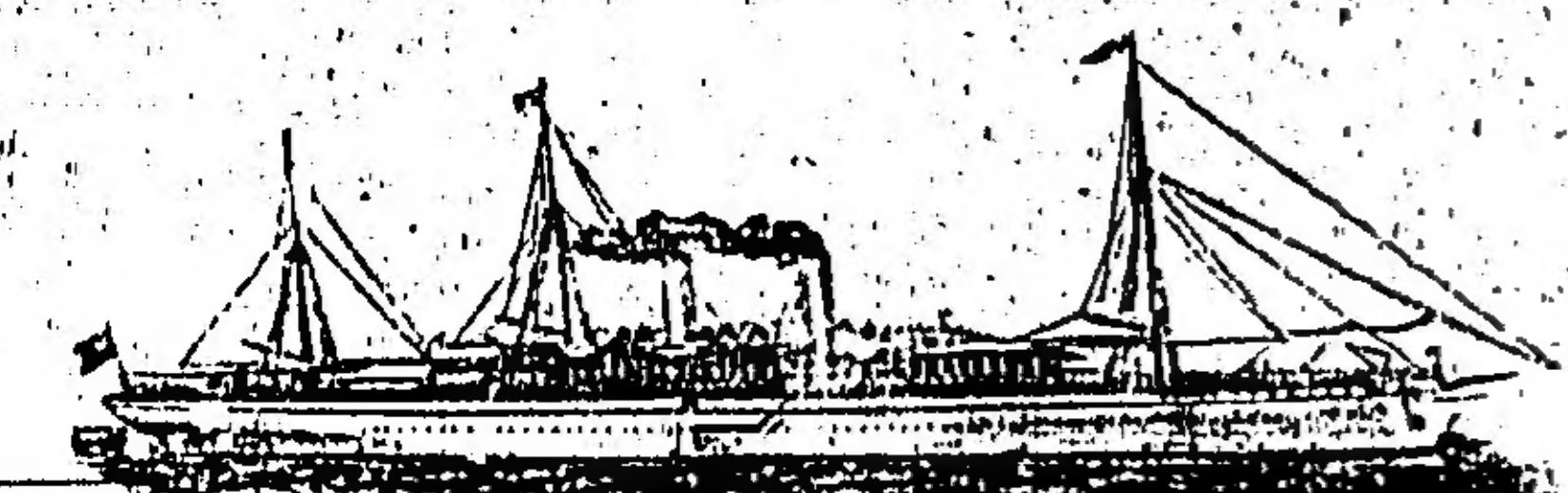
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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line," Saving 5 to 10 Days' Ocean Travel.

13 Days YOKOHAMA TO VANCOUVER 21 Days HONGKONG TO VANCOUVER

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER

"MONTEAGLE" 6,163 SATURDAY, Oct. 3rd Oct. 27th.

"EMPEROR OF INDIA" 6,000 SATURDAY, Oct. 17th Nov. 7th.

"EMPEROR OF JAPAN" 6,000 SATURDAY, Nov. 7th Nov. 28th.

"EMPEROR OF CHINA" 6,000 SATURDAY, Nov. 28th Dec. 19th.

"MONTEAGLE" 6,163 SATURDAY, Dec. 12th Jan. 5th, 1909.

"EMPEROR OF INDIA" 6,000 SATURDAY, Dec. 26th Jan. 16th.

S.S. "LENNON" and "GLENFARG" are Freighters only and do not carry Passengers.

"EMPEROR" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNON" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting via VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy route to Europe.

Hongkong to London, 1st Class 7 days Canadian Atlantic Ports or New York 6,710.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways... 640. 642.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. ORADDOK, General Traffic Agent for China, &c., Corner Pedder Street and Praya, Opposite Blake Pier. 15]

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED) SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For Steamship On

SHANGHAI, ANTUNG AND NEW- WAISHING! THURSDAY, 1st Oct., Noon.

CHWANG TIENTSIN VIA CHEFOO CHEONGSHING THURSDAY, 1st Oct., 4 P.M.

SHANGHAI, YOKOHAMA, KOBE KUTSANG! FRIDAY, 2nd Oct., Noon.

MANILA YUENSANG! FRIDAY, 2nd Oct., 4 P.M.

SINGAPORE, PENANG & CALCUTTA, NAMSANG! FRIDAY, 9th Oct., 4 P.M.

MANILA LOONGSANG! FRIDAY, 9th Oct., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 14 DAYS.
The steamers Kutsang, Namsang and Fooking leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Island Sea), and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang, for Freight or Passage, apply to

JARDINE MATHESON & CO., LTD.,
General Managers.
Telephone No. 61.
Hongkong, 29th September, 1908. [10]

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR SIAMWARE TO SAIL

SWATOW, AMOV, SHANGHAI and CHINKIANG HUPEH 30th Sept., 2 P.M.

MANILA TAIKING 30th 4 P.M.

SAMARAN & SOURABAYA SHANTUNG 2nd Oct.

CEBU & ILOILO SUNGKIANG 6th "

MANILA TEAN 6th "

MANILA, ZAMBOANGA and AUS. TAIYUAN 10th "

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

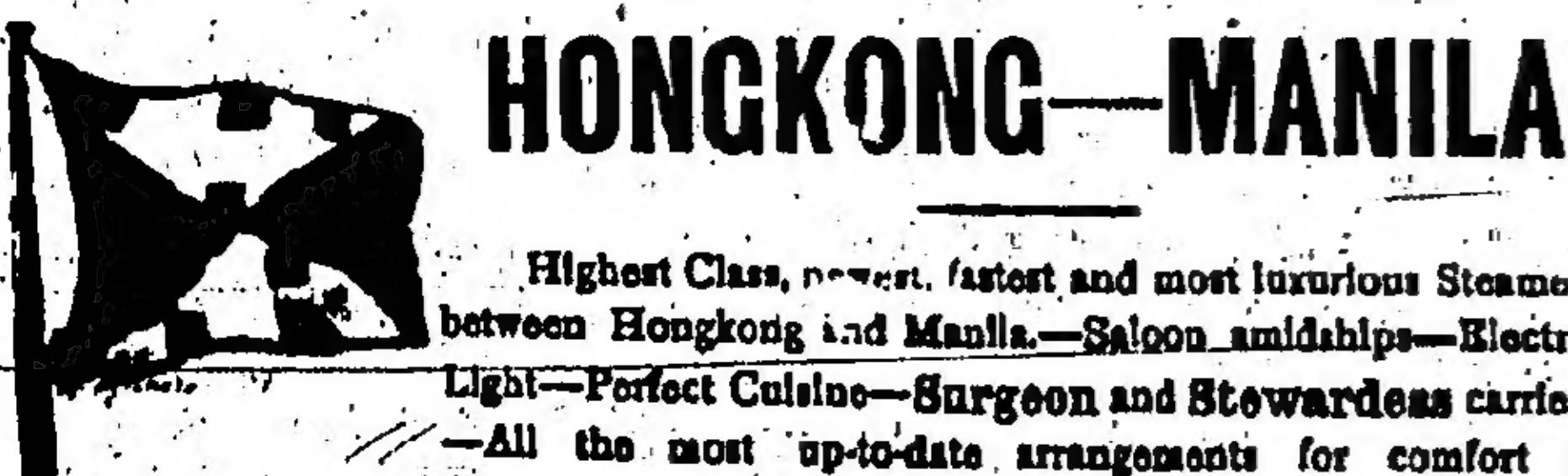
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 36.
Hongkong, 29th September, 1908. [13]



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	1540	Almond.....	MANILA	SATURDAY, 3rd Oct., at NOON.
ZAFIRO.....	1540	R. Rodger.....		SATURDAY, 10th Oct., at NOON.

For Freight or Passage, apply to

SHEWAN TOMES & CO., LTD.,
GENERAL MANAGERS.
Hongkong, 29th September, 1908. [14]

Shipping—Steamer.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"

Captain T. H. Hide, R.N.R., carrying His Majesty's Mails, will be despatched from this port on Saturday, the 3rd October, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Victoria, 7,000 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silks and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed direct by the R.M.S. Persia, due in London on 14th November, 1908.

Parcel will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all packages are required.

For further Particulars, apply to F. J. ABBOTT, Acting Superintendent, Hongkong, 19th September, 1908. [15]

NORTHERN PACIFIC LINE

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo or through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA.

VIA KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

Steamer Tons Captain To Sail

Craigvar 4,415 B.C. Edmonds Oct. 9

Suswiler 6,135 W. Shatto Nov. 10

Kumartic 6,232 F. S. Cowley Dec. 1

Yeddo 4,563 G. B. McGill Dec. 22

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents, Queen's Buildings, Hongkong, 26th September, 1908. [16]

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK & BOSTON:

S.S. "SHIMOSA" 13th Oct., Noon.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents, Hongkong, 25th September, 1908. [17]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL

THE Steamship

"INDRANI,"

Captain Macfarlane, will be despatched as above on or about MONDAY, 19th October.

For Freight, apply to

JARDINE, MATHESON & CO., Agents, Hongkong, 22nd September, 1908. [18]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAU" Capt. E. S. GROVE.

Leaves Hongkong for Canton at 9 every evening (Saturday excepted).

Leaves Canton for Hongkong at 5.30 every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey 14.

Meals 5.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD., and

SHU ON S.S. CO., LTD., No. 5 Queen's Road West, Hongkong, 1st July, 1908. [19]

Shipping—Steamers.

FOR SINGAPORE-PENANG-AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain W. A. Thomas, will be despatched for the above Ports on THURSDAY, the 1st prox., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED, Agents, Hongkong, 28th September, 1908. [20]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above on THURSDAY, the 15th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents, Hongkong, 21st September, 1908. [21]

Entertainments

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening arrangements for Dances, and Concerts.

Apply to E. J. LOPEZ,

Office Hong

COMMERCIAL.

TO-DAV'S EXCHANGE.

Selling.

London—Bank T.T.	1/9/100
Do demand	1/9/100
Do 4 months' sight	1/9/100
France—Bank T.T.	2/21
America—Bank T.T.	4/28
Germany—Bank T.T.	1/70
India T.T.	7/38
Do demand	1/3
Shanghai—Bank T.T.	7/38
Singapore—Bank T.T. per H.K. \$100	7/38
Japan—Bank T.T.	8/63
Do—Bank T.T.	10/58
Buying.	
1 month's sight L/C.	1/9/100
6 months' sight L/C.	1/9/100
10 days' sight San Francisco & New York	4/38
1 month's sight do	4/48
10 days' sight Sydney & Melbourne	1/9/100
1 month's sight France	1/26
5 months' sight	2/28
4 months' sight Germany	1/84
Bat Silver	23/13/10
Bank of England rate	21%
Sovereign	\$11.25

OPUM QUOTATIONS.

To-day's quotations are as follows:

Per picul
Malwa New ... @ 1,100/- 1,140
" Old @ 1,150/- 1,200
" Older @ 1,210/- 1,300
" Oldest @ —

Per chest

Patta New ... @ —
" Old @ 1,215
Bearas New ... @ 1,155
" Old @ 1,155
Persian (Paler) @ 875/025

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 21st at 5 p.m.—The typhoon to the East of Luzon appears to be moving Westwards.

On the 20th at 12:05 p.m.—The barometer has fallen slightly over the Philippines and Formosa, and risen moderately in Tongking.

The typhoon remains over the Pacific to the Eastward of Luzon.

Pressure has increased slightly over Central China, and given way moderately over S. Japan and the Loochooos. A depression is situated in the neighbourhood of the latter area. High pressure still covers N.E. Japan.

Moderate to fresh N.E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.49 inches.

FORECAST.

1.—Hongkong and Neighbourhood, E. to N.E. winds, moderate; showery.

2.—Formosa Channel, N.E. winds, fresh.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Minnesota, Am. s.s., 13,313, Chas. Austin, 28th Sept.—Seattle via Port 19th Aug., and Shanghai 30th Sept.; Gen.—N. Y. K.

Choising, Ger. s.s., 1,021, F. Becking, 28th Sept.—Bangkok and Sept.; Rice—B. & S.

Mecfoo, Ch. s.s., 1,139, J. McArthur, 28th Sept.—Shanghai 25th Sept.; Gen.—C. M. & N. Co.

Petcharaburi, Ger. s.s., 2,100, C. Wolff, 28th Sept.—Rangoon 20th Sept.; Rice, Meal and Wood—B. & S.

Rubi, Br. s.s., 1,619, R. W. Almond, 29th Sept.—Manila 26th Sept.; Hemp and Sugar—S. T. & Co.

Taiwan, Br. s.s., 1,012, J. A. Martin, 29th Sept.—Saigon 23rd Sept.; Gen.—Chiles.

Kwangtung, Ch. s.s., 1,486, R. Lincoln, 29th Sept.—Chefoo 24th Sept.; Gen.—C. M. & N. Co.

Nikkō Maru, Jap. s.s., 3,439, A. E. Moses, 29th Sept.—Nagasaki 25th Sept.; Gen.—N. Y. K.

Sungkiang, Br. s.s., 87, G. H. Pennefather, 29th Sept.—Hilo and Cebu 24th Sept.; Hemp, Sugar, Hides and Copra—B. & S.

Sambia, Ger. s.s., 5,623, Hildebrand, 29th Sept.—Singapore 22nd Sept.; Gen.—H. A. L.

Choyang, Br. s.s., 1,124, A. E. Sandbach, 29th Sept.—Shanghai and Swatow 24th Sept.; Gen.—J. M. & Co.

Dagny, Nor. s.s., 885, O. Abrahamsen, 29th Sept.—Chefoo 24th Sept.; Gen.—Aagaard, Thoresen & Co.

Dirufar, Nor. s.s., 1,102, J. Bing, 29th Sept.—Bangkok 21st Sept.; Rice—Aagaard, Thoresen & Co.

Talitau, Ger. s.s., 1,002, Husmann, 29th Sept.—Bangkok 21st Sept.; Rice—B. & S.

Alosia, Ger. s.s., 3,376, J. Ernst, 29th Sept.—Portland, Or. and Moji 24th Sept.; Flour—P. & A. S. Co.

Clearances at the Harbour Office.

Vandalia, for Manila.

Mayo, for Canton.

Yachting, for Swatow.

Champong, for Singapore.

Kalevberg, for Haiphong.

Hafnia, for Swatow.

Kouangsi, for Tsielgot.

Kumono Maru, for Nagasaki.

Tram Maru, for Singapore.

Chewia, for Swatow.

Departures Sept. 29.

Ernest Simons, for Europe.

Caledonia, for Shanghai.

Spica, for Colombo.

Petcharaburi, for Swatow.

Arabs, for Portland, Or.

Chow-yi, for Bangkok.

Champong, for Singapore.

Andilla, for New York.

Yachting, for Shanghai.

Heston, for Coast Ports.

Kwangtung, for Newchwang.

Passengers arrived.

For Taiwan, from Saigon—21 Chinese.

For Chosing, from Bangkok—Mr. Swaby.

For Petcharaburi, from Bangkok—Mr. and Mrs. B. A. Bidwell.

For Rubi, from Manila—Mr. and Mrs. Von Watzdorf, Mr. Hakedon, Dr. and Mrs. McKay, Mrs. J. Lester, Capt. Walde, Messrs. Reesom,

COMMERCIAL.

SELLING.

London—Bank T.T.	1/9/100
Do demand	1/9/100
Do 4 months' sight	1/9/100
France—Bank T.T.	2/21
America—Bank T.T.	4/28
Germany—Bank T.T.	1/70
India T.T.	7/38
Do demand	1/3
Shanghai—Bank T.T.	7/38
Singapore—Bank T.T. per H.K. \$100	7/38
Japan—Bank T.T.	8/63
Do—Bank T.T.	10/58
Buying.	
1 month's sight L/C.	1/9/100
6 months' sight L/C.	1/9/100
10 days' sight San Francisco & New York	4/38
1 month's sight do	4/48
10 days' sight Sydney & Melbourne	1/9/100
1 month's sight France	1/26
5 months' sight	2/28
4 months' sight Germany	1/84
Bat Silver	23/13/10
Bank of England rate	21%
Sovereign	\$11.25

DIPUM QUOTATIONS.

To-day's quotations are as follows:

Per picul

VESSELS IN PORT.

STEAMERS.

TH: Ships Passed Canal.

Arrival	Date	From	Agent	Days
Malwa New ...	1/9/100	Singapore	P. & O. Co.	Sept. 30
" Old @ 1,150/- 1,200	"	"	"	"
" Older @ 1,210/- 1,300	"	"	"	"
" Oldest @ —	"	"	"	"

Per chest

Patta New ... @ —
" Old @ 1,215
Bearas New ... @ 1,155
" Old @ 1,155
Persian (Paler) @ 875/025

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4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Minnesota, Am. s.s., 13,313, Chas. Austin, 28th Sept.—Seattle via Port 19th Aug., and Shanghai 30th Sept.; Gen.—N. Y. K.

Choising, Ger. s.s., 1,021, F. Becking, 28th Sept.—Bangkok and Sept.; Rice—B. & S.

Mecfoo, Ch. s.s., 1,139, J. McArthur, 28th Sept.—Shanghai 25th Sept.; Gen.—C. M. & N. Co.

Petcharaburi, Ger. s.s., 2,100, C. Wolff, 28th Sept.—Rangoon 20th Sept.; Rice, Meal and Wood—B. & S.

Rubi, Br. s.s., 1,619, R. W. Almond, 29th Sept.—Manila 26th Sept.; Hemp and Sugar—S. T. &

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT MARKET PRICE, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	123,000	\$125	\$125	{ \$1,500,000 } \$14,000,000 \$250,000 }	\$2,005.774	{ Interim of 5/- for first half year @ ex- 1/2 = \$21.942	5/- X { \$770 London & Co.
National Bank of China, Limited	99,025	£7	£6	{ £4,000 } \$150,000 }	£10,223	£2 (London 3/6) for 1903 .....	... \$50
MARINE INSURANCES.							
Ganton Insurance Office, Limited	10,000	\$150	\$50	{ \$1,500,000 } \$216,058 \$101,959 \$125,000 }	none	\$20 for 1906	91 1/2 % \$20 sales
North China Insurance Company, Limited	10,000	£15	£5	£1,100,000 Tls. 48,043	Tls. 204,424	Interim of 7/6 ex 2/5 for 1907	6 % Tls. 80 buyers
UNION INSURANCE SOCIETY OF CANTON, LIMITED.							
Union Insurance Society of Canton, Limited	12,400	\$150	\$100	{ \$3,000,000 } \$100,000 \$302,478 \$129,651 \$727,810 }	\$2,506,011	{ Final of \$15, making \$45 for 1906 and Interim of \$30 for 1907	5/- % \$705
YANGTSE INSURANCE ASSOCIATION, LIMITED.							
Yangtse Insurance Association, Limited	12,000	\$100	\$60	{ \$109,032 } \$85,157 \$1,000,000 \$346,007 \$13,802 }	\$591,763	\$12 and bonus \$3 for 1906	9 % \$107 1/2 sellers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	£100	£20	{ \$1,000,000 } \$346,007 \$13,802 }	£17,432	£6 and bonus £2 for 1906	8/- X \$94 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,123,941	\$428,027	\$27 for 1906	8 1/2 % \$825
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$24	{ \$7,000 } \$264,638 \$59,017 \$250,000 }	\$1,035	\$1 for 1906	5/- \$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$87,500 } \$81,766 \$17,655 }	Nil.	\$2 1/2 or year ending 30. 1.08	10 % \$241
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	£15	£15	{ £10,000 } \$24,000 }	17,755	£1 1/2 for first half-year ending 30.6.08	7 1/2 % \$281 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) do. (Deferred)	60,000	£5	£5	{ £10,000 } \$24,000 }	£13,755	£6/- for 1907 on Preference shares only @ ex 1/9 11/16 = £3. 154	5/- £35 1/2
Shanghai Tug and Lighter Company, Limited..... do. (Preference)	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 } \$27,000 \$100,000 \$305,000 \$147,221 }	Tls. 4,510 £63,817	Interim of Tls. 1/2 for account 1908	7 1/2 % Tls. 47 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£12	£12	\$98	{ Final of 1/- making 3/- for 1907 and in- term of 1/- (No. 10) for a/c 1908	6 % Tls. 51 buyers 45/-	
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$35	{ \$1.00 } \$0.50 for year ending 30.4.1908	5/- % \$25 \$15	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 10,000 } \$10,000 \$12,142 \$22,538 }	Tls. 6,869	Final of Tls. 1/2 making Tls. 5 for 1907	11 % Tls. 45 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	£100	£100	{ \$100,000 } \$16,848 \$100,000 }	Dr. 5279,871	£8 for year ending 31.12.07 .....	... \$125
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. 5235,131 Tls. 9,711	£3 1/2 in 1907 .....	... \$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	none	none	Tls. 4 (8 1/2) for year ending 31.8.06 .....	... Tls. 90 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£12	£12	{ £150,000 } \$12,209.3	£11,356	Interim of 1/6 (No. 10 for account 1908)	7 1/2 % Tls. 16
Raub Australian Gold Mining Company, Limited	150,000	£12	£10/10	£4,873	Dr. 52,192	No. 17 of 1/-=48 cents .....	... \$74
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	£15	£15	\$53,601	\$3,726	\$1.75 for year ending 31.12.06 .....	... \$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	£50	£50	{ £5,000 } \$26,836 \$40,000 }	£1,536	Final of £1/2 making £3 1/2 for 1907	7 % \$50
Hongkong and Whampoa Dock Company, Ltd.	50,000	£50	£50	{ \$26,191 } \$30,300 \$1,000,000 }	384,817	Interim of \$4 for account 1903	8 1/2 % \$95
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 103	Tls. 33,743	Tls. 33,743	Final of £1/2 making £1 all Tls. 5 for 1- year ending 30.6.08	6 % Tls. 86
Shanghai and Hongkow Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 697,457 } \$15,750 \$185,000 }	Tls. 12,626	Interim of Tls. 4 for account 1908	10 % Tls. 16 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 } \$30,000 \$15,183 \$15,183 }	Dr. 5,531	Tls. 6 for 1907	6 % Tls. 100 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	£50	£50	£26,836 \$40,000 }	Nil.	\$2 for year ending 30.6.07 .....	... 117 sellers
Central Stores, Limited	50,000	£50	£50	\$14,875	£1,178	£1.80 for 1906 .....	... \$12 sellers
Hongkong Hotel Company, Limited	12,000	£50	£50	\$22,000	\$14,630	Interim of \$3 for account 1908	0 1/2 %
Hongkong Land Investment and Agency Co., Ltd.	50,000	£100	£100	\$250,000	£1,531	Interim of \$3 for account 1903	7 1/2 % \$94 sellers
Humphreys Estate & Finance Company, Limited	150,000	£100	£100	\$217,486	£1,531	70 cents for 1907	7 1/2 % \$94 buyers
Kowloon Land and Building Company, Limited	6,000	£50	£50	\$50,000	£4,621	£1 1/2 for 1907	6 1/2 % \$27
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,523,045	Tls. 107,547	Interim of Tls. 3 for account 1908	7 % Tls. 113 buyers
West Point Building Company, Limited	12,500	£50	£50	none	£1,541	Interim of \$2 for account 1908	9 % \$46
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 } \$14,519	£8,807	Tls. 21 for year ended 31.10.1907	4 % Tls. 63 1/2 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	£10	£10	£12,000	9,553	50 cents for year ending 31.7.8	4 1/2 % \$10 ex div.
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 } none	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %) .....	... Tls. 60 sales
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	6,000	Tls. 100	Tls. 100	Tls. 18,157	Tls. 6,303	Tls. 8 for 1906 .....	... Tls. 85 sellers
Soy Chee Cotton Spinning Company, Limited	4,000	Tls. 50	Tls. 50	Tls. 10,003	Tls. 50	Tls. 50 for 1906 .....	... Tls. 24 1/2 sellers
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	£12/6	£12/6	{ £1,500 } \$25,000	£1,43	10/- per share for 1907 = £1.037	13 1/2 % \$75 sellers
China-Borneo Company, Limited	60,000	£12	£12	Nil.	£1.20 for 1907	13 1/2 % \$75	
China Light and Power Company, Limited	50,000	£10	£10	none	60 cents for year ended 28.2.06 .....	... \$64	
China Provident Loan & Mortgage Company, Ltd.	125,000	£10	£10	\$120,000	\$8,593	80 cents for 1907	8 1/2 % \$64 sellers
Dairy Farm Company, Limited	25,000	£7/8	£7/8	\$5,000	£2,074	£1.30 for year ending 31.7.07	6 1/2 % \$20 sellers
Green Island Cement Company, Limited	400,000	£10	£10	\$12,000	£15,078	Interim of 40 cents for account 1908	12 1/2 % \$10 sales
H. Price & Company, Limited	12,000	£10	£10	\$25	£15,078	75 cents for 9 months ending 31.12.07	6 % \$10 buyers
Hall & Holt, Limited	21,000	£20	£20	\$186,000	£1,653	£2 for year ending 28.2.08	10 % \$20 sellers
Hongkong Electric Company, Limited	60,000	£10	£10	none	£1.30 and bonus 20 cents for year ending 28.2.08	6 1/2 % \$19 sellers	
Hongkong Ice Company, Limited	5,000	£25	£25	\$120,000	£4,578	Interim of £4 for account 1903	8 1/2 % \$23
Hongkong Rope Manufacturing Company, Ltd.	63,000	£10	£10	none	£38,191	Interim of £1 for account 1908	8 % \$23
Maatschappij tot Mijn-, Bosch- en Landbouwexploitaat in Laagklat, Limited	25,000	£100	£100	{ Tls. 147,000 } \$10,000	Tls. 17,127	Interim of Tls. 10 for 2nd quarter	5 1/2 % Tls. 635 buyers
Peak Tramways Company, Limited	25,000	£10	£10	\$15,000	£7,474	80 cents on fully paid shares and 6 cents on 1/- paid shares for year ending 30.4.08	6 % \$24
Peak Tramways Company (new)	50,000	£10	£10	nil	None .....</td		